

## BUSINESS ANNOUNCEMENTS.

**ORIENTAL BOWLING ALLEYS,**  
Entertainment - Wellington Street.  
**DAVID DLOWNE,**  
Manager of the ALBION HOTEL,  
begs to inform his Friends and Guests  
that he has opened a new Bar and  
Bowling Alleys and trusts by strict attention  
to Business, and the comfort of visitors, to  
merit a share of their patronage.  
Tea, Fancy Drinks of every description.

N.B. The above named will not be responsible  
for debts contracted by the late  
prosperous.

FRIDAY, 1st February, 1868.

**GEORGE GLASER,**

**FIVE TEA-LEAVES, FIGGALITY**

**LONDON, AND 28, PLACE**

**VENDOMA'S FOREIGN CHEMIST**

**VICTORIA DISPENSARY,**

**HONGKONG.**

**SUPPLIED AND REPAIRED.**

**AT 202, Hongkong, 3rd September, 1867.**

**WILF LANCE,**

**UNKR AND REPAIRER OF PIANOS,**

**MUSICAL INSTRUMENTS,**

**Shelley Street, No. 14, next door to the Club**

**Let me please address care of Messrs. BIR-**

**FIELD AND JACKSON, 88, Queen's Road,**

**Hongkong, 23rd December, 1867.**

**THE WING KEE COAL SHOP,**

**WING KEE COAL SHOP,**

**THE above named will be pleased to**

**inform the public that his Shop had been**

**established since 1855, at *Beaufort's Lane*, and**

**that he has always a great quantity of**

**the best quality of Coal and Ship-**

**masters wishing to patronise him, are re-**

**corded to apply at his Shop.**

**ly 41, Hongkong, 27th February, 1868.**

**NOTICE.**

**THE LONDON AND CHINA HERALD,**

**IN accordance with the arrangements already**

**announced, this paper has been hitherto**

**distributed gratis in Hongkong and throughout**

**the Treaty ports of China and Japan; and**

**the proprietors of making**

**its acquaintance, the proprietor desires that a**

**list of subscribers shall now be formed.**

**The following is the list of names on the mail**

**brought up on the 16th of January, will only be**

**distributed to subscribers, and all persons who**

**want to contribute in receipt of the paper, will**

**do so, and all contributions that are sent are**

**hereby requested to do so.**

**Terms of subscription, inclusive of postage,**

**£12 10s., payable in Advance, or £10**

**Postage.**

**All Subscriptions will be Advanced.**

**Application to be made to Mr. G. E. BEEBE,**

**29, CORNELL, London,**

**Daily Press Office, Wycombe Street,**

**Hongkong, 28th February, 1868.**

**NOW READY AND TO BE HAD**

**AT THE**

**OFFICE OF THE "DAILY PRESS,"**

**ONE HUNDRED COPIES**

**OF A NEW**

**ANGLO-CHINESE DICTIONARY, QUARTO**

**REV. W. LOHSEHOLD.**

**PRINTED AND PUBLISHED**

**BY THE LONDON AND CHINA HERALD,**

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**Hongkong, 28th February, 1868.**

**NOTICE.**

**THE above named will not be responsible**

**for debts contracted by the late**

**prosperous.**

FRIDAY, 1st February, 1868.

**THE STEAM TUG "ISLAND QUEEN,"**

**130 H.P. HORSEPOWER,**

**is now available for hire at**

**any moment to Birth Vessels in Harbour, or**

**for particular application to the Company's**

**Agents, or to the Office of the Company,**

**or to the Office of the Merchant and General**

**Consul, Hongkong, 1st February, 1868.**

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## BIRKIN.

HONGKONG AND WHAMPoa DOCK COMPANY LIMITED  
CAPITAL—\$750,000.  
1,000 SHARES OF \$500 EACH.

THE COMPANY DOCKS, at ABERDEEN and WHAMPoa, are in full working order, and the proprietors are anxious to let them to those who can offer the Dock Agents a pecuniably liberal arrangement.

The following description of the Premises is submitted for the information of the Public:

ABERDEEN DOCKS  
DOCK No. 1.

Built of GRANITE. Length 350 feet.

Breadth 20 feet.

Depth of water at Spring Tides 180 feet.

Do. Neap Tides 100 feet.

DOCK No. 2.

Built of GRANITE. Length 400 feet.

Breadth 90 feet.

Depth of water at Spring Tides 210 feet.

Do. Neap Tides 120 feet.

This Dock is now under course of construction.

WHAMPoa DOCK  
DOCK A.

Built of GRANITE. Length 550 feet.

Breadth 80 feet.

Depth of water at Spring Tides 180 feet.

Do. Neap Tides 100 feet.

This Dock can be used either as one or two Docks.

## DOCK B.

Built of GRANITE. Length 340 feet.

Breadth 60 feet.

Depth of water at Spring Tides 180 feet.

Do. Neap Tides 100 feet.

This Dock is now under course of construction.

## DOCK C.

Built of GRANITE. Length 250 feet.

Depth of water at Spring Tides 140 feet.

Do. Neap Tides 110 feet.

Fitted with Granite Pump.

## DOCK D.

Length 100 feet.

Depth of water at Spring Tides 100 feet.

Do. Neap Tides 80 feet.

D. and E. are Mad Docks available for small vessels, at very reasonable rates.

## WORKSHOPS.

The Workshops on the Frontenac, built at Aberdeen and Whampoa, possess every apparatus for ship repair, and are well supplied with machinery.

## THE ENGINEERS' SHOPS.

The Engineers' Shops are supplied with lathes, Planing, Scrubbing, Punching, Milling, &c., and are well supplied with machinery and driven by steam.

The Shipwrights' and Blacksmiths' shops are equally well supplied with plant, and are fitted up with every article required by the shipwrights of experienced Europeans.

POWER LIFTING SHEARS stand on a Jetty, and are supplied with every article required for lifting, and take in or out holds, tons, &c.

## BOILRMAKER'S WORKSHOP.

The Company's Workshop is well supplied with tools to tender for supplying new tenders to Steamships, for constructing which they have great facilities.

Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost dispatch.

## STORES.

The Company's Stores will (when required) supply all materials, rates the necessities for Steamship, and other Vessels.

## STEAM TUG.

The Company's powerful Steam Tug (the "Terror") is now ready to tow any vessel from Hongkong to the front of shore, and will take back or bring her to the front of shore again.

For further particulars apply at the Office of the Company, 4th Floor, Bank Street, Hongkong.

## JOHN E. BIRKIN, PROPRIETOR.

N.H.—The Company's Agents in the United States remain to complain of the work done in the U.S.A. in any way respecting the Dock arrangements.

Those complaints will reach the Committee of the Directors of the Company.

Hongkong, 21st March, 1868.

## UNION DOCK COMPANY OF HONGKONG AND WHAMPoa, LIMITED.

THE Company respectfully beg to call the attention of the British Government, the Masters of the Union Dock Company, Hongkong and Whampoa, which office, every facility for the DOCKING and REPAIR of vessels of all classes.

The Company's business has been in successful operation for the last twelve years, and is now in good Working Order.

The Docks are manned by a Steam Pumping Plant, and are capable of taking in Tons, drawing 15 feet at Spring Tides.

A Jerry, with a powerful Lifting Shears, along with a number of Vessels can be laid end to end.

A Steam Tug always in readiness to Tow Vessels to the front of shore, and will take them back to portage, or to the British Settlements.

All Works can be undertaken in the most perfect manner.

For further particulars apply at the Company's Office, Pollard's Wharf, 4th Floor, Hongkong.

## N.B.—The Company's Agents of any Foreign nation remain to complain of the work done in the Docks, or in any way respecting the Dock arrangements.

Those complaints will reach the Committee of the Directors of the Company.

Hongkong, 21st March, 1868.

## DANCS ISLAND DOCKS, WHAMPoa, LTD.

CONDUCTED BY JOHN BIRKIN.

DOCKS, 100 FEET LONG, can be taken in Woods drawing 14 feet, at Spring Tides.

One Dock, 100 feet long, can be taken in Woods drawing 14 feet, at Spring Tides.

Three Woods at both Docks for the accommodation of Captains and Officers of Vessels.

The Woods at each Dock will be available for the centre of action, while the other Woods will be available for the outer parts of the dock.

No Commission charged upon any Material or Stores supplied by the Ship.

JOHN BIRKIN & CO.,  
Hongkong, 4th September, 1868.

## FOULHOU GRANITE FLOUR DUCK.

THE above DOCK has been in full working order for the last eighteen months, length 300 feet, width at bottom 100 feet, and 100 feet deep, and 100 feet long.

The Dock in ordinary tides may be 100 feet long.

It is now in full working order, and the price per ton will be charged beyond that period.

Lands, 50 pds. per ton per day.

Canton Carpenters 75 pds.

For further particulars apply to T. D. P. THOMAS, Esq., Messrs. NICHOLSON & BOND, Ltd., Hongkong.

JOHN C. SKYEY, Manager.

No payment will be made for any material or stores supplied otherwise than by the Dock.

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beyond the usual custom, and he doubted very much whether the captain ever saw the pilot's boat or never. A very important point to be taken into consideration is the fact that the vessel which she came into Hongkong. With Captain McDonald's report to view, how could any other conclusion be drawn? and such was his submission, that His Lordship must hold, sitting in Admiralty, that the services rendered by the pilot to the ship were of no value, and that the pilot, having been remunerated for his services, had a right to expect payment for his labour. The pilot, however, had submitted, that His Lordship might consider, that his services had been rendered in aid of the pilotage of the ship, cargo, and freight, but he also submitted it was a salvoe of the pilot's services, and that he submitted to this court to give compensation for his salvage. He should say His Lordship to consider his just claim in this respect, and that he had considered that there was a salvage of life. The special grounds on which the claim of promissory notes was based were first, that the goods were never delivered, and these were always very highly rewardable; and secondly on the ground of maritime policy. If this service was done only to earn one-half of the pilotage fee, it would be considered that the man must be encouraged to do more, and who was interested in the safety of the vessel, and who was interested in the safety of the pilot, and who was interested in the safety of the ship, cargo, and freight, they were the promotor, claimed. The pilotage fee of about £1000 was paid to him, and the goods were not delivered at H. no freight could be earned, but there was a great deal of money to be gained by the pilotage fee, and he prayed to the court to consider that a tenth of the pilotage fee derived from the safety of the goods. He said that Messrs. Russell & Co. were liable as consignees of the cargo, to themselves as agents of the vessel, for the safety of the vessel, and the safety of the pilot, and that the pilotage fee of about £1000 was paid to him, and the goods were not delivered at H. no freight could be earned, but there was a great deal of money to be gained by the pilotage fee, and he prayed to the court to consider that a tenth of the pilotage fee derived from the safety of the goods.

The Woferton portion of the estate had recently been considerably added to by the reclamation of the Norfolk Estate Company. About 100 acres of land have been added to the original 400 acres, and the new land consists of good and productive land; about the same quantity is a soil on a chalk subsoil; and containing 15 acres are poor or sandy light lands, rendered fit for cultivation by the labor of the men and women, and who were interested in the safety of the vessel, and who was interested in the safety of the pilot, and who was interested in the safety of the ship, cargo, and freight, they were the promotor, claimed. The pilotage fee of about £1000 was paid to him, and the goods were not delivered at H. no freight could be earned, but there was a great deal of money to be gained by the pilotage fee, and he prayed to the court to consider that a tenth of the pilotage fee derived from the safety of the goods.

**NOTICE.**

M. R. ERIC VOGEL and M. HERTZIG are authorized to sign our Firm's name.

ALFRED WILKINSON & CO.,  
1372, Hongkong, 1st February, 1868.

**NOTICE.**

M. R. J. MURRAY FORBES is authorized to sign our name at Canton from this date.

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